3. PROPOSED DEVELOPMENT

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The Proposed Development encompasses a transit-supportive and pedestrian-oriented mixed use building containing 94 residential units and 180.8 square metres of commercial floor area. The proposed 12 storey mixed use building will establish high quality residential housing opportunities with a vibrant amenity area and active commercial uses along Hazel Street, adjacent to the Wilfrid Laurier University Campus.

As noted above, the Subject Site is significantly under-utilized, being currently occupied by three single-detached dwellings that provide a total of 9 units that are rented out by students attending Wilfrid Laurier University's Waterloo Campus. The Proposed Development will optimize the development potential of the Subject Site in accordance with prescriptive planning policies and zoning regulations, providing for a higher density development, a mix of residential and commercial uses, and new hosing opportunities.

The Proposed Development maintains a typical podium/tower configuration, providing a 6-storey podium, approximately 20 metres in height, and a 6-storey tower above, for a total building height of 12 storeys (41.5 metres). The built form of the proposed podium/tower typology provides stepbacks that range from 4 metres to 7.9 metres. The sole areas that do not include a

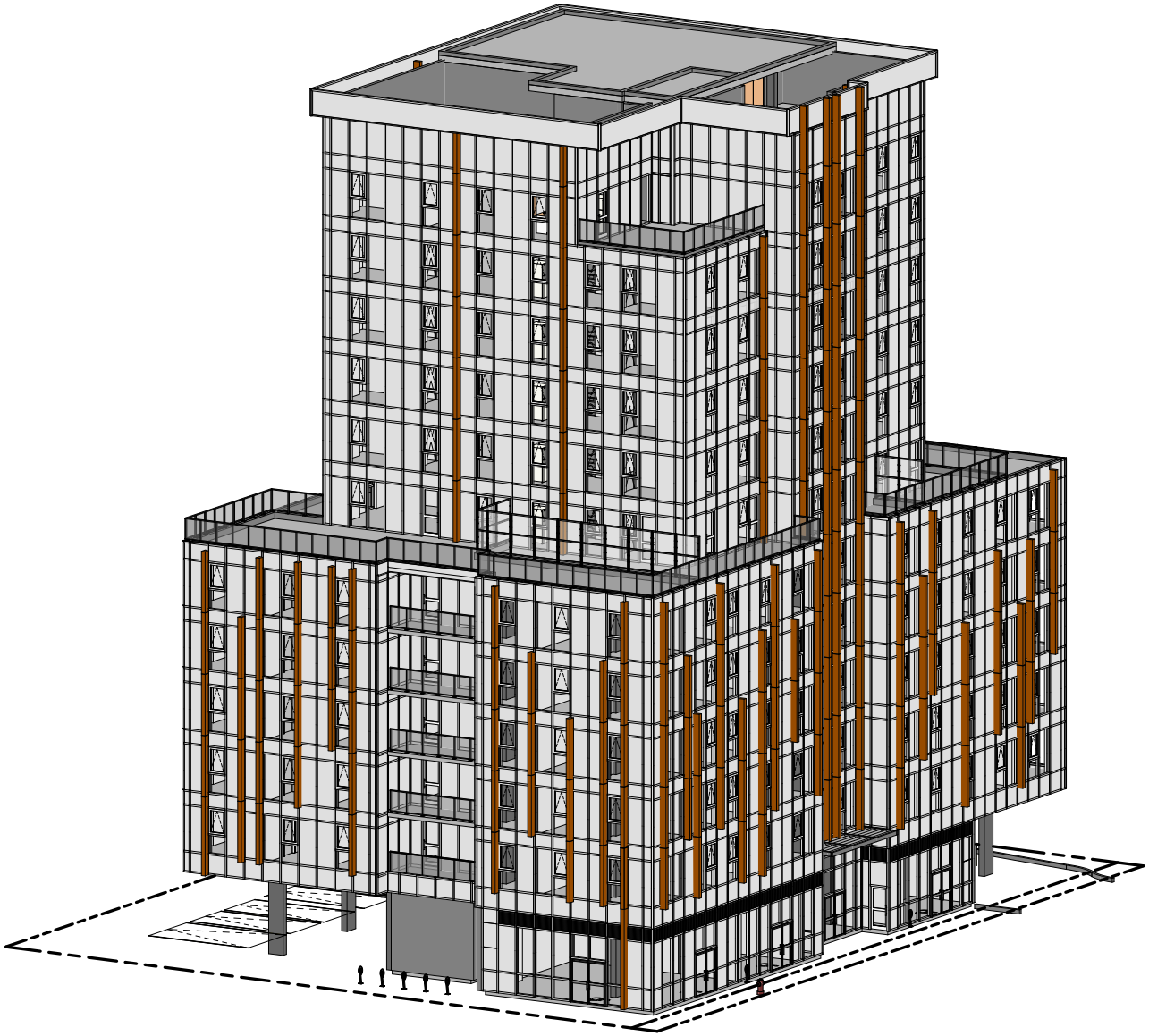


FIGURE 9: PROPOSED DEVELOPMENT

TABLE 2: KEY STATISTICS CHART

Key Statistics	
Site Area	1,637.2 sq. m.
Height	41.5 metres
	12 storeys
Density	598 bedrooms per hectare
Total Units	94 units
	94 beds
Amenity GFA	546.2 sq. m.
Residential GFA	5,246.6 sq. m.
Non-residential GFA	180.8 sq. m.
Vehicle Parking Spaces	10 parking spaces
Bicycle Parking Spaces	26 bicycle parking spaces
Loading	1 Type 'A' Space

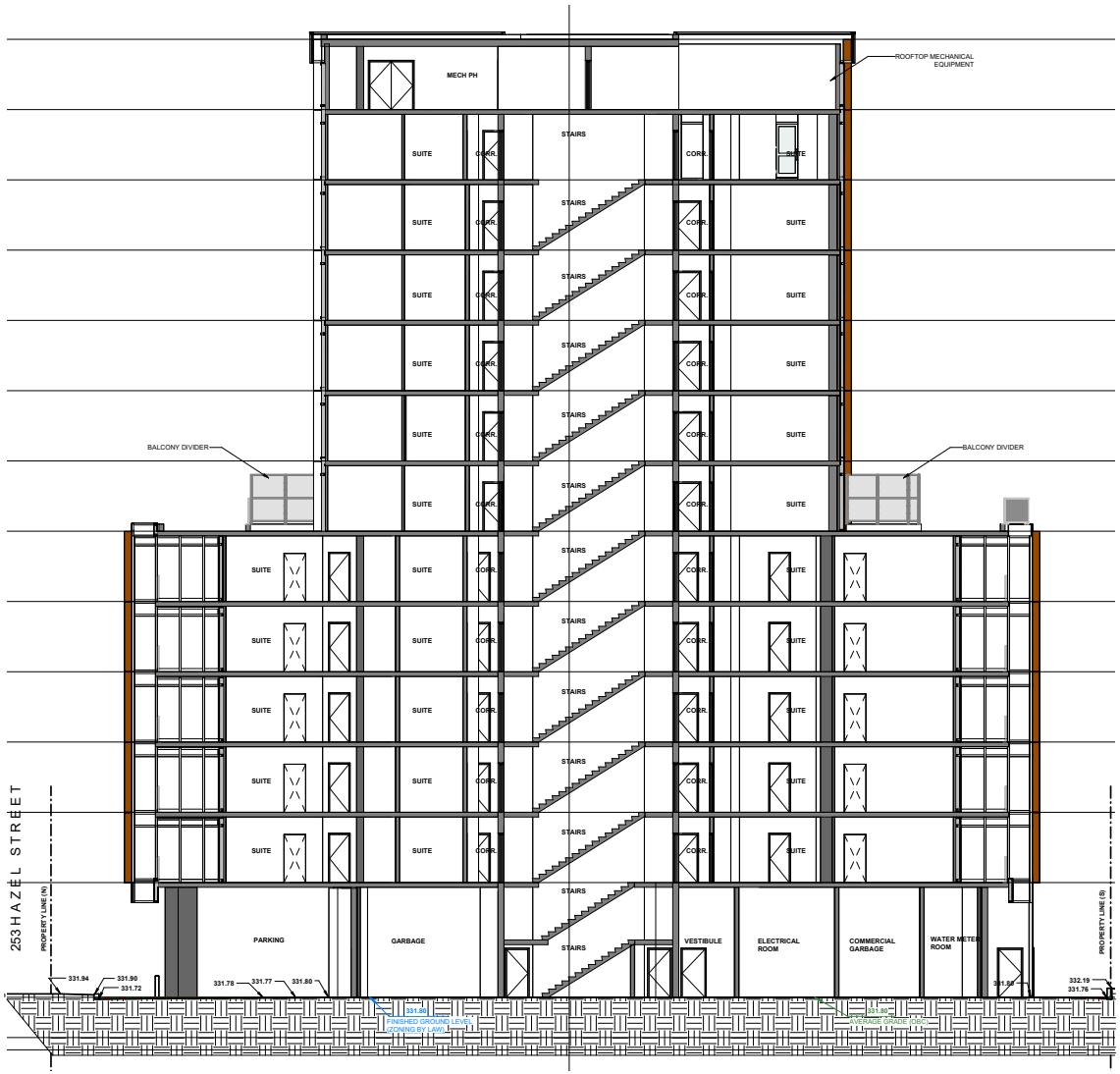
tower stepback are 9-metre-wide portions above the primary building entrance at the front, and in the corresponding area at the rear. This intentional design approach has been proposed to support a more sculpted, dynamic and visually interesting massing that enhances the perception of the Proposed Development.

The sculped building massing is further accentuated by the under-stated building design. The differentiation between the podium and tower components is further highlighted by inclusion of a parapet and a solid band of spandrel panels, a condition which is likewise repeated at the top of the tower. In addition, vertical lines of brown metal panels that project slightly from the building facade provide additional texture and visual interest. A muted material colour palette is proposed, again reinforcing an under-stated building design that accentuates the building massing while highlighting the vertical bands described above.

In terms of the proposed uses, the proposed building designed by New Generation Design Wave consists of approximately 8,029.9 square metres of total gross floor area ("GFA"), providing 94 dwelling units (at a density of 598 bedrooms/hectare), and approximately 180.8 square metres of commercial GFA at grade. Approximately 546.2 square metres of amenity area has been proposed to support the residential uses. Additionally, a total of 10 vehicular parking spaces and 26 bicycle parking spaces are proposed to support visitors and residents, and the commercial uses.

The Subject Site is generally rectangular in shape, with a slightly longer frontage compared to the depth of the Site. As such, the positioning of the proposed built form takes cues from the existing lot fabric and orients the building towards Hazel Street. The Proposed Development capitalizes on the prominent frontage to provide a pedestrian-oriented built form, with access to the residential lobby and commercial spaces provided directly from the sidewalk along Hazel Street. The proposed commercial uses will occupy about 75% of the building frontage, with the residential lobby occupying the remaining 25%. As such, the Proposed Development will provide active and engaging uses along the entire building frontage at-grade.

The intentional location of the proposed residential and commercial uses intends to foster a more engaging and inviting environment along Hazel Street. In addition, the proposed design of the built form massing seeks to create a strong urban expression with a recognizable built form that fosters a pedestrian-friendly streetscape that is compatible with the evolving context of the neighbourhood. The City's planning policies, guidelines and regulations strongly promote a



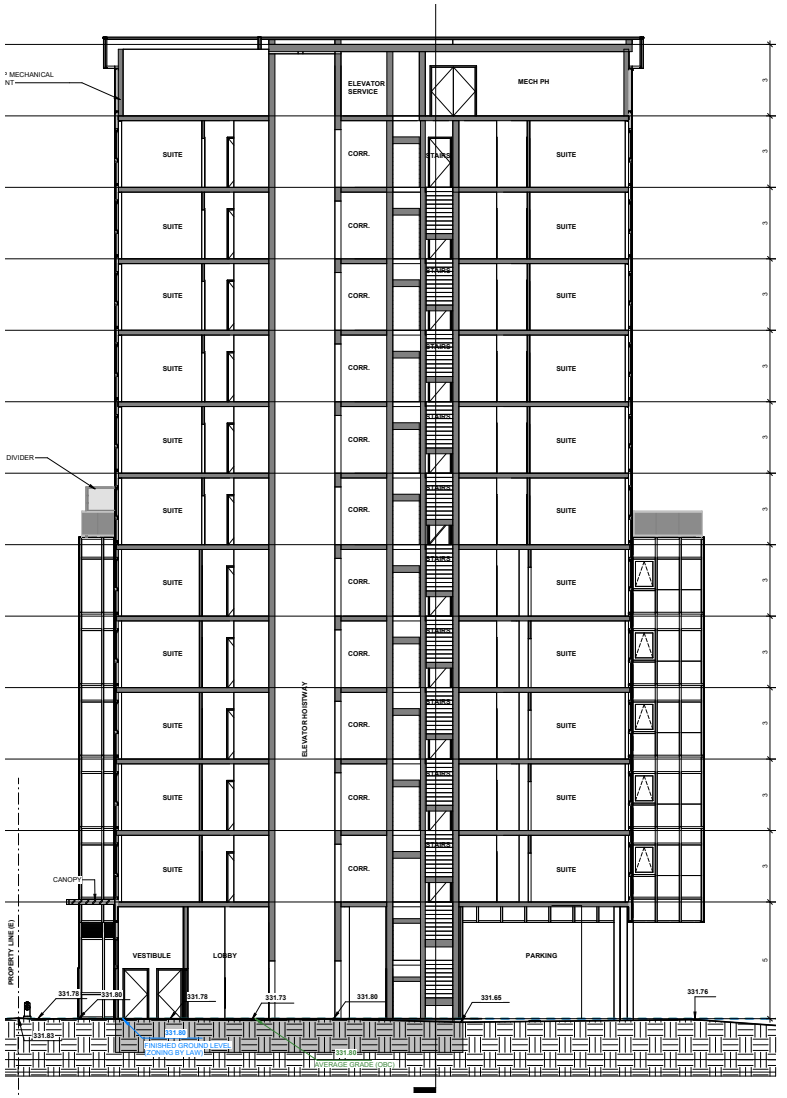


FIGURE 10: PROPOSED DEVELOPMENT SECTIONS

podium/tower typology, which has been implemented for the Subject Site, resulting in a highly sculped massing that includes a sleek tower floorplate measuring only 452 square metres in area.

The Subject Site is located within the MTSA for the University of Waterloo ION LRT Station, along a City-Wide Cycling and Multi-Use Route (Schedule F of the City of Waterloo OP), and in close proximity to various local and Regional transit routes. The Proposed Development will respond to and support the existing transit and active transportation systems in close proximity. In this regard, the Proposed Development proposes a total of only 10 vehicular parking spaces, inclusive of one barrier free parking space, all located at-grade within and to the rear of the podium. A total of 26 bicycle parking spaces are also proposed along the north and south edges of the proposed building, in compliance with zoning requirements. The increased supply of bicycle parking relative to vehicular parking, as well as the active uses proposed along the Hazel Street frontage and high density form of development, are expected to support multi-modal transportation patterns, with an increased focus on walking and cycling over personal automobile use.

One Type A loading space is proposed, accessible from the single vehicular access from Hazel Street. All vehicular activities have intentionally been confined to a single vehicular access in order to minimize the potential for conflicts with pedestrian traffic. This access has also been located as far from University Avenue as possible, in order to direct vehicular traffic away from higher traffic pedestrian areas. The convenient location of the loading space, with adjacent temporary garbage staging pad, will support all loading activities for the building without impacting vehicular traffic along Hazel Street or on-site.

The Proposed Development is also seeking to enhance the existing landscape of the Subject Site in order to contribute to a more engaging streetscape and vibrant public realm. The careful consideration and design of landscaped areas, provision of planters, and proposed street trees will improve the existing public realm along Hazel Street and the landscape relationship with neighbouring properties. 10 existing deciduous trees located along the side and rear property lines are proposed to be retained, in order to maintain an attractive landscape buffer with adjacent uses. This existing landscaping will be enhanced throughout the Subject Site with proposed coniferous shrubs and deciduous shrubs located within planters and landscaped areas. Along Hazel Street, there are 4 proposed street trees. Along the rear yard, a total of 5 deciduous trees are proposed. Additional planning is also proposed adjacent to the exterior loading space, in order to provide additional screening.

Direct pedestrian connections are proposed between the Hazel Street sidewalk and all front and side building entrances. Direct pedestrian access to the residential lobby is also further supported by a glass canopy above the main residential entrance, providing weather protection and enhanced wind comfort. A direct pedestrian connection is also proposed along the south side of the building, providing access to outdoor amenity space, bicycle parking and a secondary building access.

3.2 REQUESTED APPROVALS

This Planning and Urban Design Brief has been prepared in support of applications for Site Plan Approval and to remove the zoning holding symbol that applies to the Subject Site. The Subject Site is zoned (Holding) Residential Northdale Twelve Zone (RN-12) and is subject to Site Specific Zoning Exception C182. As further discussed in Section 4.3 of this Brief, the Proposed Development is compliant with all but 2 of the existing zoning regulations.

A Minor Variance application will be submitted to the City following endorsement of the Site Plan application in order to address these two minor zoning deficiencies. It is anticipated that the holding symbol will be removed at roughly the same time through a staff-delegated approval process. As such, the Site Plan application will be the first to be submitted, followed by the Minor Variance and holding symbol applications after the Site Plan application is endorsed by staff.

TABLE 3: PROPOSED VARIANCES

Existing Zoning By-law Regulation	Proposed Minor Variance	Reasons for Requested Variance
Minimum Building Stepback Above Podium of 3 metres (Table 7S)	No tower stepback for 9 metre central portion on the front and rear building facades. Minimum 3 metre step back achieved/exceeded for all other areas	The 9-metre-wide area spanning the principal entrance and corresponding area on the rear building façade are the only areas where relief is required. As noted above, this reflects an intentional design intervention, in order to introduce additional visual interest into the built form massing.
BUILDING FLOOR AREA devoted to: • circulation spaces, such as hallways, elevators, and the like • common indoor AMENITY AREA • entrance / foyers for DWELLING UNITS in storeys above the FIRST STOREY • hydro transformer room • lobby, reception area, seating area, and the like shall not exceed thirty percent (30%) of the entire BUILDING FLOOR AREA of the FIRST STOREY, excluding STRUCTURED PARKING. (7.13.10.1-7.13.10.2)	Identified uses occupy ~38% of the entire BUILDING FLOOR AREA of the FIRST STOREY	The relatively compact first storey building floor area makes it impossible to comply with this requirements, given mandated requirements for circulation and exiting. Commercial uses occupy roughly 75% of the front building façade, thereby ensuring an active and engaging ground floor condition. In addition, the ground floor space allocated to the residential lobby and circulation spaces has been minimized to the extent feasible. As such, this represents a very minor deviation from the zoning regulation, that responds to site-specific design considerations.

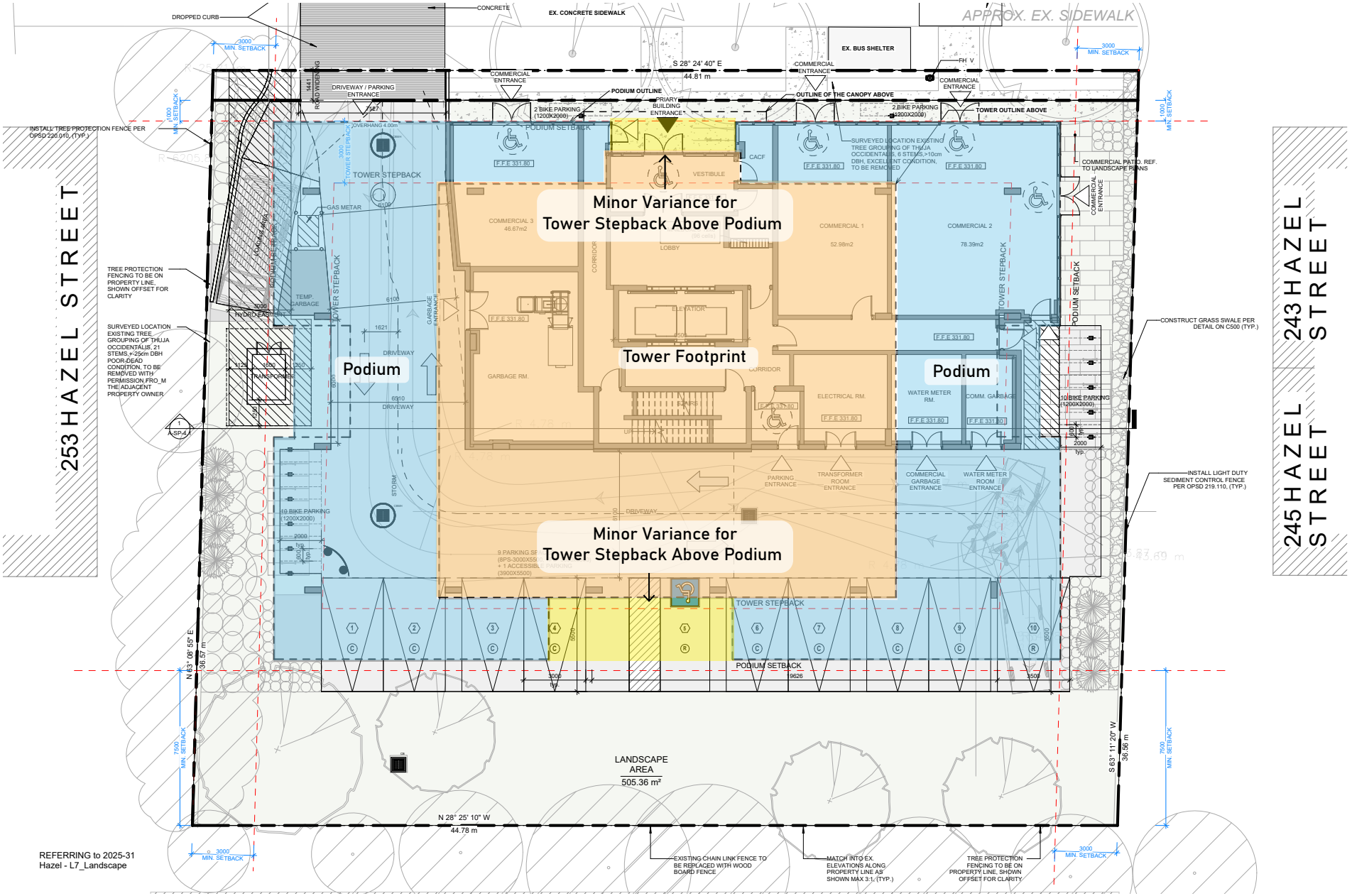


FIGURE 11: OVERLAY OF TOWER STEPBACK ABOVE PODIUM

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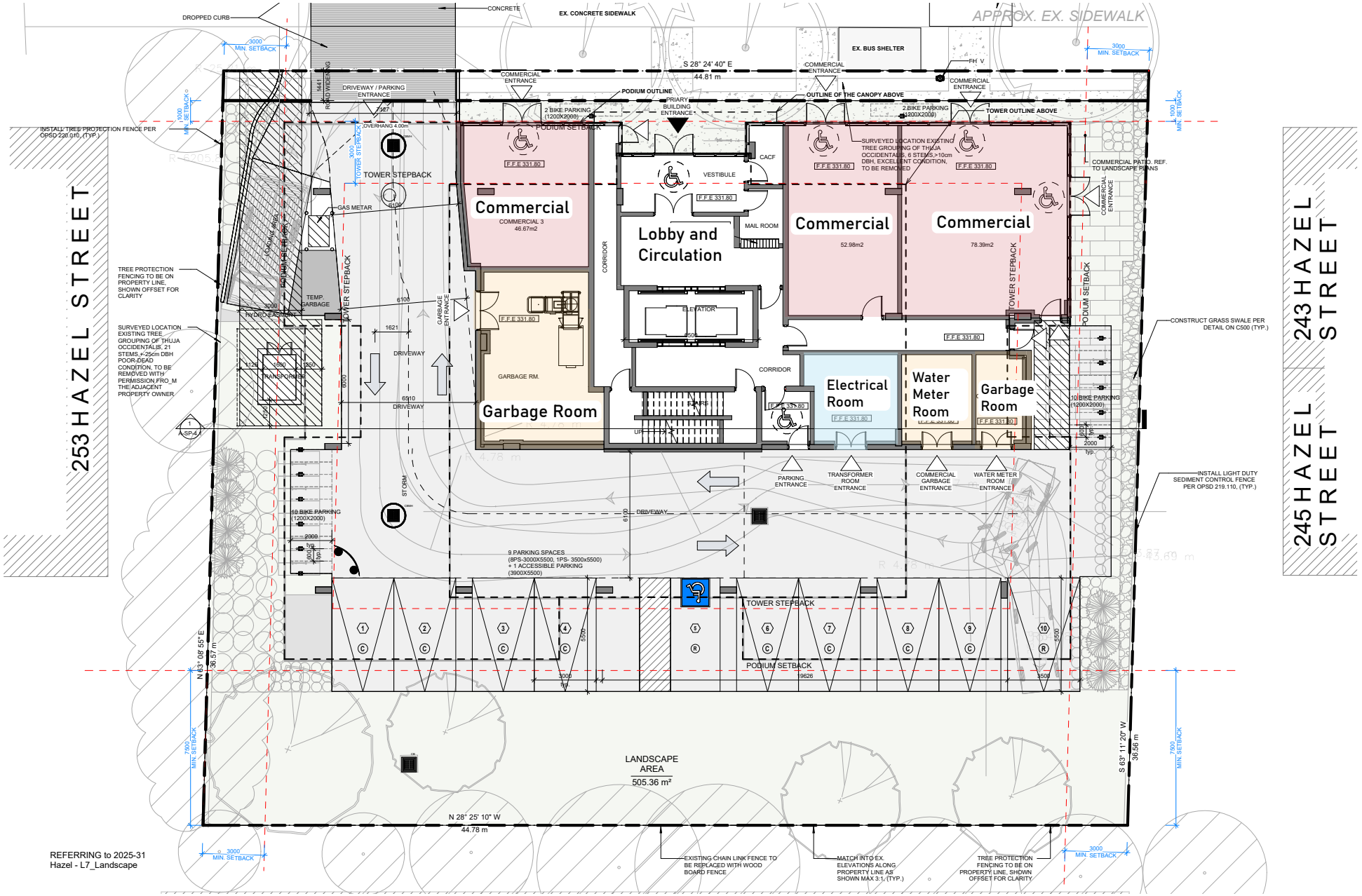


FIGURE 12: BUILDING FLOOR AREA AT-GRADE